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CLASSIFICATION

SECURITY INFORMATION

COUNTRY Germany (Soviet Zone)

REPORT

TOPIC Central Soviet Motor Vehicle Repair Shop at Berlin-Oberschoeneweide

EVALUATION

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DATE OF CONTI

DATE OBTAINED

DATE PREPARED 10 March 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

INTELLIFAX 25

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1. The following shipments were to arrive at the Soviet motor vehicle repair shop, Berlin-Oberschoeneweide, between 27 December 1951 and 5 February 1952:

12 chassis to be used for workshop trucks, from Zeesen
3 busses for complete overhaul, from Zeesen
32 jeeps for complete overhaul, from Zeesen.

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Motors needing repair from Zeesen, including 106 Chevrolet motors, 95 Ford motors, 87 ZIS motors, 81 Studebaker motors and 6 Willys motors.

2. Outgoing shipments.

To Zeesen:

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12 equipped workshop trucks

3 overhauled busses

43 jeeps

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overhauled motors, including 166 Chevrolet motors, 121 ZIS motors,

85 Ford motors, 88 Studebaker motors and 18 Willys motors.

24 bodies for workshop trucks, dispatched by rail toward an undetermined destination

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[redacted]

415 new Studebaker motor blocks and 25 ZIS motor blocks, dispatched by rail to Ketschendorf [redacted] 50X1-HUM

3. The number of workshop trucks completed during the period of observation was comparatively low. However, bodies for workshop trucks were dispatched to different units. Most of the busses, which had been completely overhauled at the shop, were converted into command post vehicles, containing a briefing room with tables and leather chairs, a sleeping room and lavatory.

4. On 14 January, the installation was inspected by a commission of about 50 officers and civilians. The group was headed by two generals, and arrived in busses [redacted] The commission 50X1-HUM
also inspected two workshop trucks which, beside the usual equipment, were provided with a water pump. [redacted] all workshop 50X1-HUM
trucks in the future would be equipped with such a pump. *

[redacted] Comment. The report confirms the 53d Central Repair Shop of the GOFG, [redacted] Berlin-Oberschoeneweide, until the beginning of 50X1-HUM
February 1952. At this repair shop, as well as at the repair shop in Zeesen, the number of damaged vehicles arriving there has decreased. It is believed that the majority of vehicles needing repairs after the summer and fall maneuvers of 1951 had been repaired in the meantime. The construction of command-post vehicles again proves that the Soviet Army is making a strong effort to increase its mobility and combat readiness. It is interesting that a high quota of motor blocks is shipped to the motor vehicle spare parts depot [redacted] of the GOFG at Ketschendorf. Incoming vehicles belong to components of the Third Shock Army, the Eighth Gds Army, the Second, Third, and Fourth Gds Mecz Armies, the IV Arty Corps, the air force, and GOFG and MGB. Outgoing vehicles belong to the First and Third Gds Mecz Armies and to the Eighth Gds Army.

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